#### CORN-FLOWERS.

From dawn till dusk we followed up The reapers through the wheat; And ned the rustling corn that lay Lake sunshine at our feet.

Kate laughed with Willie all day long, And Kat- sang merrily; He sam she sang like any bird, And then she laughed to me.

For Kate he reaped the poppies red That nodded in the corn;
For me he broke a pale sweet rose,
And pulled away the thorn. He said the flowers were tike her cheek, My heart was sore all day;

And when he held the rose to me. I turned my face away. The plue shades fell; and by the stile At dusk we sat to rest; Through tears I watched the angels' wings

That flickered in the west They gossiped; and I heard them say:-"Ob, she is never seen When Kate is near! She's slight and pule;

And Kate is like a queen." And they went gaily by the fields; And I, to hide my pain, Slipped from them at the dusky stile,

And went home by the lane. I heard his step-1 would not stay-And when he came so near, I felt him breathe—I would not look, And oried a silly tear.

Then bitterly he spoke. He held The role I would not wear; And I said:—"Give it Kate; she twined The poppies in her hair !"

Oh, hear me now, below the moon That watches from above! I jest with merry Kate," he said, "But never speak of love.

"And what is Kate between us two: I love but you alone : Oh! take the sign, and take my heart; Since, Love, it is your own !'

I took the rose. A little bird Sang out a song for me: And broadly smiled the harvest moon Our happy looks to see.

## ANOTHER COLLAPSED INSTITUTION.

How Some Companies are Brought Into Existence, and How They Suddenly Die Out-Inside View of the Workings of a \$2,500,000 Company-Large Men Making Small Returns-The Treasurer, a Well-Known Official, Decamps with the Funds-Fast Life in the Metropolis-Alleged Embeszlement of \$30,000, Etc.

Those readers who may have been in the habit or frequenting Broad street, in the neigh bornood of Wall, where the bulls and bears most do congregate, are probably aware that in that immediate vicinity there existed, a snort time since, a company, located at No. 17 Broad street, known under the taking title of "The American Cotton Planting and Loan Company," with the modest capital of \$2,500,000, with shares at \$25 each, not subject to assessment.

There have been heare on the street rumors to the effect that the institution was not so sound as the Bank of England, and that its officers were considerably entangled. Superintendent Warren, of the General Detective Police Agency, No. 68 Broadway, furnishes the facts in relation to the rumors aforesaid.

### THE COMPANY.

It appears that some time in February last, s gentleman widely known as one of the chief paymasters in the Department of the Guil, conceived the plausible idea of forming a stock company, the objects of which were fourfold, viz.:-First, To furnish capital to revive the now depressed industry of the South. Second. To furnish material and and practical advice to the white laborer of the South, and the white immigrant who might manuest an ambition to demonstrate the idea that white labor could develop the agricultural resources of that sec tion of the country. Third, To extend aid to the freedmen by furnishing advances to the planters, thus enabling the latter to employ the former at fair wages. Fourth, To so manage the business affairs of the Company as to render the investment of the capital therein deposited 'profitable" to the stockholders of the concern.

It was proposed to invest the capital realized in the form of advances to planters, whose plantations were free from incumbrances and most favorably located, and in the parenase of those lands which should yield the most flattering prospects of large returns. All advances to have been upon first mortgages, properly executed and delivered to the company in addition to the liens created by the laws of the State; the crop standing piedged, when pre-pared for market, to be shipped to the branch office of the company in New Orleans, and divided or soid according to the terms of the mortgage. In a word, the stockholders were assured that each share of stock would be secured by every mortgage held by the Company, which mortgages were in most cases to require the payment of the advance with ten per cent, interest, and one-half of the crop remaining after the payment of vance and interest. At that time the whole Northern people were impressed with the idea that it could be clearly demonstrated that white labor could raise cotton and sugar, and that the Southern soil was not wholly dependent upon black labor for its development. The plans set forth by the orinator of the Company seemed admirably adapted to accomplish that end, and as a consequence the projector of the enterprise was successful in associating with himself an ex-Secretary of the War Depariment, an ex-Governor of the Granite State, an ex-Treasurer of the United States Mint, and an ex-Secretary of State of the State of New York, in connection with several well-known merchants of this and other cities. Among the notables thus collected by our worthy ex-Chief Paymaster was, as before stated, an ex-Trea-surer of the United States Mint at the city of Brotherly Love, who was at that time one of the leading members of a banking firm which enjoyed a tair reputation, and who generally allowed this company, while in embryo, the free use of his office, in which the directors held their meetings, which office was elaborately fur nished with the most costly appointments and a degree of taste calculated to lend a convincing tone as to the stability of its occupants.

THE TREASURER. This person, in addition to his having held such a high and responsible position under our Government, possessed a pleasing exterior, and had the most wonderful command of the English language. Under the persuasive power of his fluent tongue, the most impossible schemes wore an sir of plausibility truly captivating to those who, in their greed for gold, often forget that he that maketh haste to obtain riches shall not prosper. These advantages, together with the fact that that he had stated at different times, in the presence of several gentlemen not con-nected with the company, that he was the owner of several valuable houses in the city of Phila-delphia, a large farm near Stroudsburg, Penn-sylvania, a tract of two thousand acres of land in the northern portion of that State, together with a large amount of stocks, left no doubts in the minds of any as to his entire responsibility, and pointed to him as the proper person to un-dertake the responsible duties of Treasurer of the company. He was proposed as such, and unanimously elected.

At the first meeting of the Board of Directors it was agreed upon to subscribe the sum of \$250 each as a "starter" towards the capital stock of the company, and also that the officers of the company were not to receive any salaries until after a sufficient number of loans had been made to warrant the payment of salaries proportionate to their position, without interfering with the interests of the company; which time having arrived, the salaries were to have been us follows:-President, \$5000 per annum; Secretary, 5000 per aunum; Treasurer, \$5000 per

annum-a sum apparently sufficiently adequate (

to remunerate the services of each.

The banking house before mentioned took 1. R. FBANKLIN BALEY, Trustee in a certain intensave of Morizage, of the property heremative described, executed by the Tyrone and Clearfield Ballroad Company to the an amortance in trust, to secure the paymen of the principal and interest of bonds of and Company to the an continue in the paymen of the principal and interest of bonds of and Company to the an cont of \$50,000. Which mortgage is dated the last day of February. A. D. 1861, and recorded in the office for recording deeds, etc., in and for the county of Centre, on the 26d, of the 4th day of February. A. D. 1861 in mortgage book in page 1th etc., and in the office for recording deeds, etc., in and for the county of Centre, on the 26d, of the county of Centre, on the 26d, of the county of Centre, on the 26d, of the for more than interest due and demanded on the said bonds, I will, in parsance of the written request, to me directed of the holders of more than \$20,00 in amount of the said bonds, I will, in parsance of the written request, to me directed of the holders of more than \$20,00 in amount of the said bonds, and be virtue of the power conserved upon me in the respect by the find mortgage, expose to public said, and sell to the highest and best bidder, by M. 7150Mar. & SONS, Auctioneers at the PHILADEL. FHIA EXCHANGE, in the city of Philadelphia on Thursday, the 27th day of September A. D. 1888 at 12 o'clock M., upon the terms and conditions hereinafter states, the whole of that rection of the Tyrone and Clear-field Baltroad from Tyrone Station, Blair county. Pennsylvania, to Phillipsburg, in Centre county. Pennsylvania, as the same is new constructed, towether with all real property of every describtion acquired by and belonging to said Company appurtenant to said road, and all the rights, liberies, privilezes, and corporate franchises of said vond and company, and all the tolls, income, issues and points, with all buildings standing thereon or procured therefor.

AND GENERALLY.

All the lands railwas a mis, isredges culverts, trestle works, tool-0 T 1 charge of the collection of sub-criptions to the capital stock of the company, and unceasingly inbored to push the enterprise to a successful scatus among other stock companies. That they succeeded in a measure is strikingly appa rent to quite a number of persons, who may the non-essors of some of its scrip. The manner of living adoptd by the Treasurer of the the attention of the directors, who, although aware that he was residing at one of the most sabionable hotels of the city, were totally ignorant of the enormous expenses which were daily incurred by him in the gratification of his epicurean tastes. The most fragrant Hahis epicurean tastes. The most tragrant ma-vanus and the finest wines contributed to his enjoyment, while tast, but not least, in the items of the claimants upon his purse, is to be noticed the fact that there was one of the demi-monde stopping at the same hold with the cay Treasurer, and occupying rooms adjoining his own—these, connected with a fast metropolitan life, saying nothing of the living expenses of a "reliow" in the person of a married man, who undoubtedly had a strong

AN ACCIDENT OCCURRED.

which, by arousing the suspicions of a gentle-

man interested in the affairs of the Company, precipitated the expose. A carpenter's bill for work done in the office of the banking-bouse, on

being presented, was declared to be extortion-

ate, and payment refused. The carpenter sued and obtained a judgment for his claim, which

was eventually liquidated by means of a portion of the money grawn on a check which had been

paid by a merchant of this city, as a subscrip-tion to the capital stock of the "American Cotton Planting and Loan Company."

Such misappropriation of the funds of the company did not escape the observation of the

entleman in question, who related the circum-

stance to one of the directors, who, at the next meeting of the Board, called for the Treasurer's

account. Under the plea of excessive business, that officer deserted the production of his accounts until the next day at noon, as which

time he promised the gentleman in whose hands the affair had been placed by consent of the

crectors, to exhibit such account. The next

day arrived. but no Treasurer was on hand; but

instead, a message was lett for the gentleman to meet him at twelve the following day, July 2. This appointment he also failed to keep, but

PLED PROM THE CITY

to Philadelphia. An investigation revealed the fact that, notwithstanding the large amount of funds which had been paid in for subscriptions, the total of which cannot at present be den-

nitely ascertained, on account of the Treasurer having left subscription books in various locali-

ties known only to himselt, and having been in

daily receipt of letters supposed to have con-tained remittances, but which is estimated to

be upwards of \$30,000, a large number of bills

of expense incurred during the formation of the

From some undefined reason the directors have so far taken no steps to have the default-

ing Treasurer brought to justice, although it is reported that he resides in Philadelphia, thus

howing a culpable negligence in the manage-

ment of the affairs of the Company, which causes much complaint on the part of those who

have been led into the scheme by the known

responsibility of the gentlemen composing the

Further investigation will undoubtedly throw

more light upon the subject. In the meantime

all parties who have suffered through the acts

of the defaulting Treasurer will, by communi-caing with the Superintendent of the Police

-The Emperor of Russia has lately published

This medal bears on one side of it the

a decree, ordering the creation of a new national

cfligy of the Czar, and on the reverse the Imperial arms supported by ten flags bearing inscrip-

tions relating to the principal events which have

occurred during the reign of the present Emperor. Amongst these may be quoted the emanci-

pation of the serfs, abolition of corporal punish-

ment, suppression of monopolies, the coloniza-

ion of Amoor, the conquest of Cancasus, etc.

Finally, the name of the Emperor is followed by

AUCTION SALES.

JOHN EDGAR THOMSON, Trustee in a certein

ndenture of mortage of the property hereinafter de-cribed, executed by the Tyrone and Clearfield Railroad

AND GENERALLY.

All the lands, railways, rails, bridges, culverts, trestie works, tool houses, coal houses, wharves, iences, rights of way, workshops machinery, stations, depots, depots rounds, works. masonry, and other superstructure, real estate, buildings, and improvements of whatever nature or kind appertaining or belonging to the above mentioned property, and to the said section or the said Tyrone and Clearfield Railroad and owned by said Company in connection therewith.

The said section of the Tyrone and Clearfield Railroad extending from the point of intersection of the said Tyrone and Clearfield Railroad with the Pennsylvania Railroad to the point of connection with the graded line of the said Tyrone and Clearfield Railroad, known fand as "The Intersection." is about 34 miles in length.

TERMS OF SALE.

\$10,000 of the purchase money to be paid in cash when

gip.000 of the purchase money to be paid in cash when the property is struck off, and the balance within twenty days thereafter.

PAYMENT on account of the said balance of purchase money, to the extent of the dividend thereof payable on the bonds secured by the said mortgage and the matured coupons of said bonds, may be made in the said bonds or coupons; and if the dividend is less than the actual sum due upon the said bonds or coupons, the holders may retain possession of the said bonds and coupons, on receipting to the said Trustee for the said dividend and endorsing payment of the same on the said bonds or coupons.

Upon the purchase money belog paid, as atoresaid,

payment of the same on the said bonds or coupons.

Upon the purchase money being paid, as atoresaid, the said Trustee will execute and deliver a deed of conveyance of the premises to the purchaser or purchasers in pursuance of the power conterred upon him by the said mortrage.

Any further information in respect to said sale, or premises, may be had upon application to the undersigned Trustee, at the office of the Pennsylvania Railroad Company, No. 238 s. Third street. Philadelphia.

JOHN EDGAR THOMSON, Trustee,
M. THOMAS & SONS, Auctioneers.

M. THOMAS & SONS, Auctioneers.

Sos. 139 and 141 s. FOURTH Street.

Finladelphia.

DR. KINKELIN CAN BE CONSULTED confidentially on all recent, local chronic and constitutional diseases, at his old establishment, northwest corner of Third and Union streets. 8146a.

AND GENERALLY.

O T

Agency, further the ends of justice. - N.

company still remain unpaid.

Board of Directors.

the word "Reformer."

hold upon him; besides the weekly remittance to his wife and family, who resided in Philadel-phia, contributed to involve the Treasurer so deeply that, notwithstanding the fact that he was still unsuspected of having misappropriated the funds of the Company, yet no doubt to his own mind the conviction became evident that the evil day was approaching, and, to avert that, he bent all the energies which he had. Fortune seemed to favor his plans. His high character seemed to be above reproach, and for several months no investigation into the affairs of the Company was had by the directors.

points, with all buildings standing thereon or procured therefor.

AND GENERALLY.

All the innds rai,wa, s rais, bridges culverts, trestle works, too-houses, coal-houses wharves, sences, rights of way, workshops, machinery, stations, depois, depoi grounds, works masonry, and other superstrative real estate buildings, and improvements of whatever nature of kind appertaining or beforeing to whatever nature of kind appertaining or beforeing to the said Torone and Clearfied Railroad, and owned by said 'company is connection therewith, and all the rivits liberries, crivileges, and corporate tranchises of said road and Company.

The said section of the said Tyrone and Clearfield Railroad, extending from said 'sprose Station Biair conty, to said hrough the borough of Paulipsburg, in Centre county, is about 23% miles in length.

\*\*ERMS\*\* OF SALE.\*\*

\*\*\$10,000 of the puychase money to be paid in cash when the property is struck off, and the balance within twenty days thereafter.

AUCTION SALES.

the property is struck off, and the balance within twenty days thereafter.

Payment on account of the said balance of purchase money to the extent of the dividend thereof payable on the bonds secured by the said me rights and the matured coupons of the said bonds, may be made in the said bonds or coupons; and it the dividend is less than the actual sum due apon the said bonds and coupons, the hoders may retain possession of he said bonds and coupons on receiving to the said Trustee for the said dividend, and endorsing payment of the same on the said bonds or coupons.

Upon the purchase-money being said as aforesaid, the Trustee will execute any deliver a deed or conveyance of the premises to the purchaser or purchasers, in pursuance of the power conferred upon him by the said mortgage.

mortunge.

Any further information in respect to the said sale o premises may be had on application to the understared Trustee, at his office, No. 42 South THIRD Street, in the city of Phindelphia.

R. FRANKLIN RALEY Trustee.

No. 42 South Third Street.

M. THOWAS & SONS, suctioneers.

6 11 m2m Nos. 139 and 141 South FOURTH Street.

O T I C Indenture of Mortgage of the property hereinafter described executed by the Tyrone and Clearfield Ratiroad Company to me, as Mortgage in Trust, to secure the payment of the principal and interest of bonds of said Company to the amount of 822 600 which Mortgage is dated the 12th day of May. A. D. 1859. and recorded in the office for recording deeds, etc. in and for the county of Blair, on the 18th day of May. A. D. 1859. and recorded in the office for recording deeds. etc. in and for the county of Blair, on the 18th day of May. A. D. 1859. in mortgage book A., pages 563-4-5-5-7 and 8, and in the office for recording deeds etc. in and for the county of Centre, on the 12th day of May. A. D. 1859. in Lortgage book E. page 176. etc., do hereby give notice that default having been made for more than ninety days in the payment of the Interest due and demandes on the said bonds, I will, in pursuance of the written request to me directed of the holders of more than \$50,000 in amount of the said bonds, and by virtue of the power conferred upon me in that respect by the said 40 orgage, expose to sublic saic and self to the highest and best bidder by M. THOMAS & SONS, Anctioneers, at the PHHLADELPHIA EX. C. H. & N. G. I. the city of thiladelphia on Thursday, the 27th day of September. A. D. 1866, at 12 o'clock, M. upon the terms and conditions hereinater stated, the whole of that section of said Tyrone and Clearfield Railroad from the point of intersection with the Tyrone and Lock Haven Railroad near Tyrone, Elair county, Pennsylvania, as the same is now constructed together with all and singular the railways, rails, bridges, fences, privileaes, rights, and all the lainds used and occupied for railways, depots, of said Company, and all the lands tailways rails, bridges, cuiverts, too said Company, and for the railways depots, of said Company, workshops, machinery, stations, depots depot grounds, works, masonry, and other superstructure, real estate buildings and improvements of whitever nature of kind appertaining or belon JOHN EDGAR THOMSON, Trustee in a certain

S10,000 of the purchase money to be paid in cash when the property is struck off, and the balance within 20 days PAYMENT on account of the said balance of purchase PAYMENT on account of the said balance of purchase money, to the extent of the dividend thereof payable on the bonds secured by the said mortgage and the matured coupons of the said bonds may be made in the said bonds or coupons; and if the dividend is less than the actual sum due upon the said bonds or coupons, the holders may retain possession of the said bonds and coupons on receipting to the said Trustee for the said dividend and endorsing payment of the same on the said bonds or coupons.

Upon the purchase money being paid as nioresaid, the Trustee will execute and deliver a deed or conveyance of the premises to the purchaser or purchasers, in pursuance of the power conferred upon him by the said mortgage.

mortgage.

Any further information in respect to said sale, or ptemises, may be had upon application to the under siened Trustee, at the office of the Pennsylvania Rair road Company, No. 238 S. Third street, Phi adelphia.

JOHN EDGAR THOMSON, Trustee, No. 238 S. THIRD Street, M. THOMAS & SONS, Anctioneers, Nos. 139 and 141 S. FOURTH S reet.

# INTERNAL REVENUE.

UNITED STATES REVENUE STAMPS

PRINCIPAL DEPOT.

I. JOHN FDGAR THOMSON, Trustee in a certein indenture of mortange of the property hereinafter described, executed by the Tyrone and Clearfield Railroad Company, to be as mortgagee in trust to secure the payment of the principal and interest of bonds of said Company to a emount of \$25,000, which mortgage is dated the lat day of November, A. D. 1860, and recorded in the office for Recording Beeds, etc., in and for the county of Blair, on the 8th day of November, A. D. 1860, in Mortgage Book "B." pares 107, 168, 109, 110, and 111, do hereby give notice that default having been made for more than ninety days in the payment of the interest due and demanded on the said bonds, I will, in pursuance of the written request to me directed of the holders of more than fitteen thousand dollars in amount of the said bonds, and by virtue of the power conferred upon me in that respect by the said mortgage expose to Public Saie and sell to the highest and best bidder, by M. 1HOMAS & SONS, Auctioneers, at the PHILADEL-Phila EXCHANGE, in the City of Philadelphia, on Thursday, the 27th day of September, A. D. 1869, upon the terms and conditions hereinafter stated, the whole of the said Mortgage of premises, viz.:—

The whole of that section of the Tyrone and Clearfield Railroad, from the point of connection with the Pennsylvania Railroad, at or near Tyrone Station, in Biair county, to the point of connection with the graded line of the said. Tyrone and Clearfield Railroad, from the point of connection with the graded line of the said. Tyrone and Clearfield Railroad, known and designated as "The Intersection," being shout three miles and one quarter from the Pennsylvania Railroad at Tyrone station, as the same is now constructed, together with all and singular the railways, rails, bridges, ronces, iprivileges, rights, and all real property of every description acquired by and belonging to said company, adjacent to or connected with, or on the line of said section of three and one quarter miles of the said section of three and one-qu No. 304 CHESNUT Street.

CENTRAL DEPOT.

No. 103 South FIFTH Street,

ONE DOOR BELOW CHESNUT

ESTABLISHED 1862

Revenue Stamps of every description constant? on hand in any amount.

Orders by Mail or Express promptly attended to. United States Notes, Drafts on Philadelphia, or New York, or current funds received in payment.

Particular attention paid to small orders. The decisions of the Commission can be consulted, and any information regarding the law cheerfully given.

The following rates of discount are allowed :-ON ALL ORDERS OF \$25,

TWO PER CENT. DISCOUNT ON ALL ORDERS OF \$100,

THREE PER CENT, DISCOUNT. ON ALL ORDERS OF \$200,

FOUR PER CENT, DISCOUNT,

All orders should be sent to the

STAMP AGENCY. No. 304 CHESNUT Street, PHILADELPHIA

RAILROAD LINES.

All And All Property of the Control of the Control

ROM PHILADELPHIA TO THE BOAD DEANNA LUMERRIAND AND WYOMING VALLEYS, THE SCHULL, SURGUE CANADAS SUMMER ARRANGEMENT OF PASSENGER TRAINS, June 4, 1965
Leaving the Comsany's Depot, at THIRTEENTH au Allowell Latreets, Philadelphia, at the follow in

CALLOWHILL Streets, Philadelphia, at the follow a bours:—

MORNING ACCOMMODATION.

At 7:50 A. M., for Reasums and intermediate Statio & GRNING EXPRESS.

At 8:15 A. M. for Reasums and intermediate Statio & GRNING EXPRESS.

At 8:15 A. M. for Reasums and intermediate Statio & GRNING EXPRESS.

At 8:15 A. M. for Reasums Lebanon, Rarrisburg. Pot ville. Pinegrove, Tamaqua. Sunbury. Williamspothmira, Rochester Viasara Palis, Buffalo, A lentow Wilkesbarre, Priston, York, Cartisle, Chambersburg in train connects at READING with East Pennsylvania Railroad trains for Allentown etc., and the Leban it Valley train for Harrisburg etc.; at PORT CLINTON with Carawissa Railroad trains for Williamshort, Lock Enven. Fimilia etc.; at HARRIS Schaylkii and Sasquebanna trains our Northumbet land, Williamsport, York Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.

Leaves Philadelphia at 3:50 P. M., for Reading Pottsville, Harrisburg etc., connecting with Reading and Clumbia Railroad trains for Columbia, etc.

READING ACCOMMODATION.

Leaves Reading at 6:60 A. M., stopping at all way stations, arriving at Philadelphia at 5:60 P. M.; arrives in Reading at 7:55 P. M.

Trains for Philadelphia leave Harrisburg at 8:10 A. M., and Pottsville at 8:48 A. M. arrives at 8:40 A. M.

Reading at Pas P. M.
Trains for Philadelphia leave Harrisburg at 8:10 A.M.
ad Potaville at 8:45 A.M. arriving in Philadelphia at
10 P. M. Attennoon trains leave Harrisburg at 2:10
. M., Potaville at 2:45 P. M., arriving in Philadelphia
6:45 P. M.

At 645 P. M. BARRISBURG ACCOMMODATION.

Leaves Reading at 7:30 A. M. and Harrisburg at 4:18
P. M. Connec ing at Reading with Atternoon Accommodation south, at 6:30 P. M., arriving in Philadelphia Modelin at 0.30 P. M., arriving in Philadelphia b 10 P. M. Market train, with passenger car attached, leaves Fhiladelphia at 12 45 noon for Reading and all way stations. Leaves Ecodine at 11 30 A. M. and Downingtown at 12 20 P. M., for Philadelphia and all way stations. All the above trains run daily, sundays excepted. Sunday trains leave Pottsville at 800 A. M., and Philadelphia at 2.15 P. M. Leave Philadelphia for Reading at 800 A. M., a returning from Reading at 4 25 P. M. CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7.30 and 8.15 A. M. and 5.0 P. M. trains from Philadelphia, returning from Downingtown at 6.35 A. M. and 12.30 noon.

Phindelphia, returning from Downingtown at 6 35 A. M. and 12 30 neon.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at 9 A. M., and 8 69 P.M., passing Reading at 1-05 and 11-53 A. M. and 1-48 P. M., and connecting at Harrisburg with Pennay Ivania and Northern Central Baliroad express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

Ecturolog, express train leaves Harrisburg on arrival of the Pennsylvania express from Pittsburg, at 3 and 9-05 A. M. and 9-15 P. M., passing Reading at 449 and 10-52 A. M. and 17-25 P. Seeping cars accommany these trains through between Jersey City and Pittsburg, with out change.

A mail train for New York leaves Harrisburg at 2-10 P. M. Mail trair for Harrisburg leaves New York at 12 M. 2CHUYLKILL VALLEY RALLROAD.

Train seave Pottsville at 7 and 11-30 A. M., and 7-15 P. M., Jernruing from "amagea at 7-35 A. M. and 140 and 4-15 P. M., Scheuylkill, AND SUSQUEHANNA RALLROAD.

and 415 P.M.

SCBUYLKILL AND SUSQUEBANNA BALLROAD.

Trains leave Auburn at 750 A. M. for Pinegrove and flarrisburg and 150 P.M. for Pinegrove and Tremont, returning from Barrisburg at 320 P. M., and from Tremont at 735 A. M. and 525 P. M.

Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canada. The collowing tickets are obtainable only at the office of S. BEADFORD, Treasurer, No. 227 S. FOURTH surer, Philadelphia, or of G. A. NICOLLS, General Superintendent, Benoing:—

Superintendent, Beasing:—

COMMUTATION TICKETS

At 25 per cent, discount, between any points desired, for lawfiles ard firms.

MILEAGE TICKETS,

Good for 2000 miles, between all points, \$52.59 each, for families and firms.

families and firms SEASON TICKETS,

families and firms

SEASON TICKETS.

For three, six, nine, or twelve months, for holders only, to all points, at reduced rates.

CLEGYMEN

Besiding on the line of the road will be furnished caros entitling themselves and wives to tickets at hali fare.

EXCURSION TICKETS

From Philadelphia to principal stations, good for Saturday. Sunday, and Monday, at reduced fare, to be had only at the Ticket Office, at THUETEENTH and CALLOWHILL Streets

FREIGHT—Goods of all descriptions forwarded to all the above points. From the Company's new Freight Depot, BROAD and WILLOW Streets.

FREIGHT TRAINS

Leave Philadelphia daily at \$30 A. M., 1245 noon, and 6 P. M., for Reading, Lehsnon, Harrisburg, Potraville Port Clinton, and all points beyond.

MAILS

Close at the Philadelphia Post Office for all places on the road and its branches at \$4. M., and for the principal stations only at \$15 P. M.

Stations only at 3 15 P. M.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAHLROAD.
On and a ter WEDNESDAY, May 16, 1896,
FOR GERMANTOWN
Leave Philadelphia 5, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3 16, 34, 4, 5, 54, 6, 7, 8, 9, 10, 11, 12 P. M.
Leave Germantown 6, 7, 75, 8, 8 20, 9, 10, 11, 12 A. M.
1, 2, 3, 4, 4%, 6, 64, 7, 8, 9, 10, 11 P. M.
The 8 26 cown train, and 3% and 5% up trains will no stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia 9 10 A. M., 2, 3, 5, 8, 10% P. M.
Leave Germantown 8 A. M., 1, 4, 6%, 934 P. M.
CHESNUT HILL RALLROAD.
Leave Philadelphia 6, 8, 10, 12 A. M., 2, 3%, 5%, 7, and 11 P. M.
Leave Chesnut Hill 7-10 minutes, 8, 949, 11-40 A. M.
149, 340, 540, 640, 840, and 16-45 minutes P. M.
ON SUNDAYS.
Leave Philadelphia 9 10 minutes A. M., 2, 5, and 8 P. M.
Leave Chesnut Hill 7-45 minutes A. M., 2, 5, and 8 P. M.
Leave Chesnut Hill 7-45 minutes A. M., 2, 5, and 8 P. M.
Leave Chesnut Hill 7-45 minutes A. M., 1240, 640, and 925 minutes P. M.
FCR CONSHOHOCKEN AND NORRISTOWN. #25 minutes P. M. 1940 CKEN AND NORRISTOWN.

FOR CONSHOULDEREN AND NORRISTOWN.
Leave Philadolphia 6, 835 minutes, 11-65 A. M., 124, 454, 554, 654, 8 05 minutes, and 115 P. M.

Leave Norristown 554, 7, 7 50, 8, 11 A., M., 134, 436 854

Leave Norristown 98, 1, 1, 50, 1 at School Lane, Wissa The 5% P. M. train will stop at School Lane, Wissa bickon, Manayunk, Spring Mill, and Constantocken only ON SUNDAYS.

Leave Philadelphia 9 A. M., 2%, 4 and 7% P. M. Leave Norristown 7 A. M., 1, 5%, and 8 P. M. FOR MANAYUNK.

Philadelphia 6, 8 35 minutes, 11 36 A. M., 1%, Leave Philadelphia 5, 8 25 minutes, 11 95 A. M., 136, 436, 536, 635, 845, and 115 P. M.
Leave Manayunk 63, 736, 820, 936, 1136, A. M., 2, 5, 636

% P. M.
ON SUNDAYS,
Leave Philadelphia 9 A. M. 2%, 4, and 7% P. M.
Leave Manayunk 7% A. M. 1%, 6, and 9% P. M.
W. S. WILFOR, General Superintender t,
10cnet NINTH and GREEN Streets

NORTH PENNSYLVANIA RAILROAD,-Depot. THIRD Street, above Thompson.

r BETHLEHEM, DOYLESTOWN, MAUCE
NR, EASTON, WILLIAMSPORT, and WILKES, BARRE. At 730 A. M. (Express), for Bethlebem, Allentown Mauch Chunk, Hadiston, Williamsport, and Wilkes harres. 30 P. M. (Express) for Bethlehem, Easton, etc. reaching Easton at 645 P. M. At 515 P. M., for Bethlehem, Allentown, Mauer

Chunk.
For Doylestown at 8:35 A. M., 2:30 and 4:15 P. M.
For Fort Washington at 10 A. M. and 11 P. M.
For Lansdale at 6:15 P. M.
White cars of the Second and Third Streets Line City
Passenger Cars run direct to the depot.
TRAINS FOR PHILADELPHIA.
Leave Bethlehem at 6:25 A. M. and 12:25 Noon, and
15 P. M. Leave Doylestown at 6 40 A. M., 3 15 and 5 50 P. M.
Leave Landale at 0 50 A. M.
Leave Landale at 0 50 A. M.
Leave Fort Washington at 10 50 A. M., and 7 15 P. M.
Philadelphia for Bethichem at 0 A. M.,
Philadelphia for Doylestown at 2 30 P. M.,
Doylestown for Philadelphia at 7 20 A. M.,
Bethichem for Philadelphia at 4 30 P. M.,
Through Tickets must be procured at the ticket offices,
HIRD Street, or BEKES Street.

ELLIS CLARK, Agent.

W EST JERSEY RAILROAD LINES, FROM needing TUESDAY, August 8 1866
8 A. M. Mali, for Bridgeton, Salem, Millyllie, and all intermediate stations.

8 A. M. Mail for Bridgeton, Salem, Milville, and all intermediate stations.

3 P. M. Mail for Cape May, stopping at Woodbury and Glassboro, and all stations beow Glassboro. Due at Cape May, 740 P. M.

5 30 P. M. Passenger, for Bridgeton, Salem, and all intermediate sintions.

6 P. M. Woodbury Accommodation.

Freight will be received at Second Covered Wharf Land Walnut street, from 700 A. M. until 500 P. M. That received before 9 60 A. M. will go through the same day.

That received before 5 to A. M. will go through the same fave and fave and for the West Jersey Fapress Company will attend to all the usual branches of Express business. A Special Messenger accompanies each through train. Office, No. 3 WALNUT Street Philadelphia.

RETURNING TRAINS.
Leave Cape May at 806 A. M., sail, stopping at all Stations on C. M. & M. R. R., and Vinciand, Glassboro, and Woodbury. Due il 37 A. M.
Leave Eridgeton, 7 15 A. M. and 3 50 P. M.
Leave Salem I A. M. and 3 57 P. M.
Leave Milville 655 and 844 A. M. and — P. M.
J. VAN RENSSALAER, Superintendent, West Jersey, Salem, and Cape May, and Millville R. Rs.

1866 -PHILADELPHIA AND ERIE RAIL ern and Northwest Counties of Pennsylvania to the lity of Erie, on Lake Erie. It has been leased and is operated by the Pennsylvania Railroad Company. IME OF PASSENGER TRAINS AT PHILADELPHIA. Arrive Eastward-Erie Mail Train, 7 A. M.; Erie Express Train, 1 P. M.
Leave Westward-Erie Mail, P. M.; Erie Express Train it M.
Passenger cars run through on the Erie Mail and Ex Leave Westward—Krie Mall, P. M.; Erie Express
Train 18 M.
Passenger cars run through on the Erie Mail and Express trains both ways between Philadelphia and Erie.
KEW YORK CONNECTION.
Leave New York at 9 A. M. arrive at Erie 9 30 A. M.
Leave Erie at 4 5 P. M., arrive at New York 4 10 P. M.
Eisgant Sleeping Cars en all the night trains.
For information respecting passenger business, apply
at corner THIRTIETH and MARKET Streets, Phila.
And for teaght business, of the Company's Agents, S.
B. Kingston Jr., corner Thirteenth and Market streets,
Philadelphils; J. W. Reynolds, Erie; William Brown,
Agent N. C. B. L. Baltimore.
H. H. HOUSTON, General Freight Agent, PhilaH. W. GWINNER, General Ticket Agent, PhilaA. L. TYLER G. eral Sup. Williamsport.

RAILROAD LINES.

DHILADELPHIA, WILMINGTON, AND BALTIMORE HALLROAD,
TIME TABLE.

Commencing MONDAY, July 2 1885. Trains will
lear. Lebut corner of BROAD Street and WASHING18 NAVERUE, as tollows:—
Express train at 4 15 A. M. (Mondays excepted) for
Battlinore and Washington, Stopping at Chaster, Wilmutation, Newark, Elkion, Northeast, Perryville, Havre,
do Grace, Aberdeen, Perryman's, Magnicia, Chase's and
Stemmer's Rim. Steinbor's Run.
Way bini Train at 8 15 A. M. (Sundays excepted), for Estimatore, stopping at all regular stations between Paulice bins and Baltimor.
Delaware Rairond Train at S.A. M. (Sundays excepted), for Princess Anne, Milloro, and intermediate Anne. Millord, and intermediate fathens.

Express Train at 11-d) A. M. (Sundays excepted), for Ballimore and Washington.

Express Train at 2 P. M. (Sundays excepted), for Ballimore and Washington, Stopping at thester, Clawmore, Wilmington, Newars, Figure, Northeast, Perryvilla davie de Gyace-Aberdeon, Perryman's, Edgewood Magnolia, thuse's, and stemmer's Rua!

Night Express at 11 P. M. for Baltimore and Washington. gion Passengers by Boat from Baltimore for Fortress Mon-ce Norick, City Point, and Bichmond, will take the

Stopping at all Stations between Philadelphia and Wilmington.

Leave Philadelphia at 2 A. M., 12 30, 4 30, 6, and 11 30 P. M. The 4 30 P. M. train counsets with Delaware Railroad for Harrington and infermediate stations.

Leave Wilmington at 6 30, 7 15, and 9 30 A. M., 4 and 6 30 P. M. The 7 15 A. M. train will not stop at stations between Chester and Philadelphia

Trains for New Castie leave Philadelphia at 8 A. M., 4 30 and 6 P. M.

THROUGH TRAINS FROM RALTIMORE

Leave Wilmington at 11 A. M., 4 30 and 10 P. M.

CHESTER FOR PHILADELPHIA.

Leave Chester at 7 28, 7 55, 16 14, and 11 40 A. M., 4 43

FROM BALTIMORE TO PHILADELPHIA.

Leave Baltimore 7 7 3 A. M., Wav-mail 9 30 A. M., Express. 1 10 P. M., Express. 6 30 P. M., Express. 7 B. M., Express. 7 TRAINS FOR BALTIMORE

incton.

Accommodation Train from Wilmington for Philadelphia and intermediate stations at 5 % F. M.

H. F. KENNEY, Superintendent. HOR NEW YORK.—THE CAMDEN AND Amboy and Paleadeipha and Trenton Railroad empeny's Laces.
FROM FRILADELPHIA TO NEW YORK and Way Places, from Walnut Street Wharf, will leave as follows, viz:—
At 5 A. M., via Camden and Amboy, Accommoda 82.26 ALS A. M., via Camden and Jersey City Express. 3-96
At 2 P. M., via Camden and Amboy Express. 3-96
At 5 P. M., via Camden and Amboy Accommodation 2-25
At 6 P. b., via Camden and Amboy Accommodation 2-25
At 6 P. b., via Camden and Amboy Accommodation 2-25
At 6 P. b., via Camden and Amboy Accommodation 2-25

The 645 P. M. Line will run daily. All others Sundays excepted.
At 7:30 and 11 A. M., 3:30-5:30, 5, and 645 P. M. a. d. A simight for Bristol, Trenton, etc.
At 1:30 10:15 A. M. 12 M., 3:4, 5, and 645 P. M., for Cornwell's Torrisule Holmesburg Tacony, Wissinoming, Bridesburg, and Frankford, and at 10:15 A. M. for Bristol, Schenek's, Eddington, and 8 P. M. for Holmesburg and intermediate stations.
At 7:30 A. M. and 3:30 P. M. for Niagara Falls, Buffalo, Dunkirk Canandelgua, Elmira, Ithaca, Owego, Rochester, Bloghampton, Oswego, Syracuse Great Bend, Montrose Wilkesbarre, Scranton Stioudsburg, Water Gap, Lelvidere, Laston, Lambertville, slemination etc. The 3:30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethie hem. etc.

TRAISS LEAVE DEPOT. VIZ. 1-..at 12 00 M...at 2 30 P. M Chelinal Express:

Philade-phia Express:

Paoli Accommodation, No. 1. at 323 "

Columbia Trais.

Columbia Trais.

Laucaster Train.

Laucaster Train.

Proof Accommodation, No. 2. at 1240 PM

Fast Line.

Proof Accommodation, No. 2. at 410 "

Day Express.

Paoli Accommodation, No. 3. at 410 "

Paoli Accommodation, No. 3. at 740 "

Harrisburg Accommodation.

Paoli Accommodation.

Paoli Accommodation.

Paoli 2. at 740 "

Harrisburg Accommodation.

Paoli 2. at 740 "

Paoli Accommodation.

Paoli 2. at 740 "

Punning through from Philadelphia to Phitsburgh and Erie without change or cars.

Sunda, Accommodation Trains for Paoli and intermediate stations leave Philadelphia at 960 A. M. and 760 P. M.

Paoli Accommodation Trains for Paoli and 460 P. M.

Paoli Accommodation Trains for Paoli and intermediate stations leave Paoli at 656 A. M. and 460 P. M.

Paoli Accommodation Trains for Paoli and intermediate stations leave Philadelphia at 960 A. M. and 760 P. M.

Paoli Accommodation Trains for Paoli and intermediate stations leave Paoli at 656 A. M. and 460 P. M.

Paoli Accommodation Trains for Paoli and intermediate stations leave Paoli at 656 A. M. and 460 P. M.

Paoli Accommodation Trains for Paoli and intermediate stations leave Paoli at 656 A. M. and 460 P. M.

Paoli Accommodation Trains for Paoli and intermediate stations leave Paoli at 656 A. M. and 460 P. M.

Paoli Accommodation Trains for Paoli and intermediate stations for Paoli at 656 A. M. and 460 P. M.

Paoli Accommodation Trains for Paoli and intermediate stations for Paoli at 656 A. M. and 460 P. M.

Paoli Accommodation Trains for Paoli at 656 A. M. and 460 P. M.

Paoli Accommodation Trains for Paoli at 656 A. M. and 460 P. M.

Paoli Accommodation Trains for Paoli at 656 A. M. and 460 P. M.

Paoli Accommodation Trains for Paoli at 656 A. M. and 460 P. M.

Paoli Accommodation Trains for Paoli at 656

all important falls in the property of the pro

HREIGHT LINES FOR NEW YORK AND

REIGHT LINES FOR NEW YORK AND connecting Raironds. INCREASED DESPATCH.

THE CAMDEN AND AMBOY BAILDOAD AND THANSFORLATION COMPANY SHEIGHT LINES for New York will leave WALNUT Street Wharf at 6 o'clock? M. daily (Sundays excepted).

Freight must be delivered before 4% o'clock, to be forwarded the same day.

Returning, the above lines will leave New York at 12 neon and amost 8 P. M.

Freight for Trenton, Princeton, Kingston, New Brunswick, and all points on the Camden and Amboy Rail road; also, on the Belvidere, Delaware and Flemington, the New Jersey, the Freshold and Jameshurg, and the Burlington and Mount Holly Railroads, received and forwarded up to 1 P. M.

The Belvidere De aware Bellroad connects at Phillipsburg with the Lehigh Valley Railroad, and at Manunkachunk with all points on the Delaware, Lackawanna, and Western Railroad, forwarding to syracuse, Buffalo, and other roints in Western New York

The New Jersey Hailroad, forwarding to syracuse, Buffalo, and other roints in Western New York

The New Jersey Hailroad connects at Flizabeth with the New Jersey Hailroad connects at Flizabeth with the New Jersey Central Railroad, and at Newark with the New Jersey Central Railroad, and at Newark with the Morris and Essex Hailroad.

A silp memorandum, specifying the marks and numbers, shippers, and consignees, must, in every matance, be sent with each load of goods, or no receipt will be sent with each load of goods, or no receipt will be sent with each load of goods, or no receipt will be sent with each load of goods, or no receipt will be sent with each load of goods, or no receipt will be sent with each load of goods, or no receipt will be sent with each load of goods, or no receipt will be sent with each load of goods, or no receipt will be sent with each load of goods, or no receipt will be sent with each load of goods, or no receipt will be sent with each load of goods, or no receipt will be sent with each load of goods, or no receipt will be sent with each load of goods, or no receipt will be sent with each N. B.—Increased inclifties have been made for the transportation of live stock. Drovers are invited to try the route. When stock is furnished in quantities of two carloads or more, it will be delivered at the foot of Fortieth street near the Drove Yard, or at Fler No. I, North River, as the shippers may designete at the time or shipment.

No. 226 S. DELAWARE Avenue, Philadelphia

RANGE AND ALEXANDRIA RAILROAD.
On and after MONDAY, February 12, two daily trains will run between Washington and Lynchburg connecting at Gordoneville with Virginia Central Railroad trains to and from Richmond, as follows:—

MAIL TRAIN.

Leave Washington daily (Sunday excepted), at 6.42
A. M., and arrive at Lynchburg at 5.45 P. M.
Leave Lynchburg at 7 A. M. and arrive at Washington at 5.20 P. M.

Express TRAIN.

Leave Washington delly (including Sunday) at 8.65 P.
M. and arrive at Lynchburg at 6.00 A.

Leave Lynchburg at 6.30 P. M. and arrive at Washington at 6.10 A. M.

Both trains making close connections at Lynchburg for all noints South and Southwest, and at Washington for North and Northwest.

First-class sleeping cars attached to the gight trains.

The road is attractive, not only for its comior able accommodations, but for the fact that it passes the new historic localities of Fairfax, Bull Rus, Manassas, Bristos, Catlett's, Rappahannock, Culipeper, Orange, But Gordonsville, places of maperishable interest in the popular mind.

Through tickets to all points South and Southwess Gordonsvitie, places of impersuance interest in popular mind.

Through tickets to all points South and Southwest may be had in Boston, New York, Philadelphia, and Baltimore and at the chiese of the road in Washington W. B. MOCAFFEIRTY.

General Supr. intends

MEDICAL.

VOX POPULI.

WRIGHT'S TAR SYRUP.

PRINCIPAL DEPOT. No. 771 South THIRD Stree Price, \$1.00 per Bottle; \$5.00 for half-a dozen.

Price, \$1.00 per Bottle; \$5.00 for half-a-dozen.

The undersigned citizens take pleasure in cheertall recommending the use of Wright's Tar Syrup to coughs coulds, consumption, whooping-cough, spotted fever, fiver compaint, pains in the breast, bronchitis, inflammation, and restriction of all vessels in the lungs, etc. The remedy should be in every tamily:

Charles C. Wison, Former's Press office,
Charles H. Graften, Sanday Mercury office, James Kolen. Equiver office,
William Y. Corbit, Associated Press,
William H. Garrenter Fire Alarm and Police T graph, Fifth and the sunt streets.

A Randelph, Front and combard streets.
James W. Ferrine No. 119 Charles street.
B. A. Davis No. 23 Gasthi street.
John Woodside No. 120 Franklin street.
R. Gebiof. No. 73: S. second street.
J. Gebiof. No. 73: S. second street.
J. Gebiof. No. 73: S. second street.
L. W. Howard, No. 10ck street
R. C. Bartiett. No. 227 S. second street.
M. J. Barsett, No. 127 S. second street.
W. Thomas, No. 25 N. Fourth street.
W. Thomas, No. 25 N. Fourth street.
W. T. Brooks, No. 69 North Second street.
S. Seymour Rose Busilston.
Char es Rogers, No. 22 Bouth street.
R. T. We ling on, second and Quarry street.
R. T. We ling on, second and Quarry street.
S. S. Sattord, Opera Mannger.
John Maginnis, Fear of No. 124 North Second street.
S. S. Sattord, Opera Mannger.
John Maginnis, Fear of No. 124 North Second street.
Nirs. S. R. Choate, Newark, Dei.

Mr. William B. Wright :-

Mr. William B. Wright:—

Siz:—We take pleasure in recommending your fTAR

Syric—We take pleasure in recommending your fTAR

Syric—Re take pleasure in recommending your fTAR

Syric—Re take pleasure in recommend your considerable

nor the complaints set torth in your printed bill already

pubmitted to the public. As a gratifying act to sufferin

bumanity we will cheerfully recommend your prepara
tion to all afflicted with diseases which it is designed to

cure.

Yours, etc.,

DILKS & SON, Druggists,

N, E. corner Pine and Sixth streets;

For sale also at

For sale also at

JOHNSON, HOLLOWAY & COWDEN S.

DYOTT & CO'S.

And all principal Druggists and Dealers.

The subscriber would beg leave turther to say tha
he is prepared to fill orders and torward the Syrup t
any part of the country. Persons desiring other intor
mation by mail will inclose a postage stamp and answer
will be returned as soon as the exigencies of busines
will admit. Address 320 No 771 8, THIRD Street, Philadelphia, Pa.

GLAD NEWS

FOR THE UNFORTUNATE. BELL'S SPECIFIC REMEDIES Are warranted in all cases, for the SPEEDY and PRAMA Physical and Nervous Debility, etc. etc.
NO CHANGE OF DIET IS NECESSARY.
They can be used without detection, and never fail to
effect a Cure, if used according to instructions.

BELL'S SPECIFIC PILLS, Price One Dollar per Box, or Six Boxes for Five Dot lars; also, Large Boxes, containing Four Small,
Price Three Bollars.
From four to six boxes are generally required to cure ordinary cases though benefit is derived from using a stretch because single box
In Chronic Cases, where Nervous Prostration baselected the system,

BELL'S TONIC PILLS Are recommended as the most Efficacious, Rejuveneting and Invigorating Remedy in the world. A Package Filee Five Dollars, will last a month, and In extreme cases of Debility,

BELL'S EXTERNAL REMEDY. Price Two Dollars, sufficient for a month, can be use to good advantage.
It gives Strength to the system, and, with the Pfils,
will effect a complete Restoration.
A Famphlet or 160 pages, on the ERRORS OF YOUTH,
designed as a Lecture and Caution to Young Mon, sent
tree, Ten Cents required to pay postage.

If you cannot purchase BELL's SPECIFIC REMEDIES of your Diuggist, take no other, but send the money DR. JAMES BRYAN, Consulting Physician, Ko. 819 BROADWAY. New York, And you will receive them by return of mail post-paid,

For sale by DYOTT & Co., No. 232 N. SECOND

WHISKY, BRANDY, WINE, ETC. CHESNUT GROVE WHISKY.

No. 225 North THIRD Street,
It anything was wanted to prove the absolute purity
of this Whisky, the following certificates should do it.
There is no alcoholic stimplant known commanding such
commencation toom such high sources: chere is no alcoholic summan.

commencation to one such high sources:—
PHILADELPHIA, September 9, 1866.

We have carefully tested the sample of CHESNUT GROVE WHISKY which you send us, and fine that it contains nose of time roisonous substance known at Fuell oil, which is the characteristic and injurious in gredient of the whiskies in general use.

BOOTH, GARRETT & CAMAC,
Analytical Chemists

New York, September 3, 1838,
I have spaiyzed a sample of CHLSNUT GROY &
WHISKY received from Mr Charles Whatton, Jr. |
Phinadelphia: and having carefully tested it, I am
pleased to state that it is entirely free from forecood
on an injure substances. It is an unusually pur
and fine year quality of whisky.

JAMES R. CHILTON, M. D.,

JAMES R. CHILTON, M. D., Analytical Chemis

BOSTON, March 7,1859 I have made a chemical analysis of commercials an ples of CHESNUT GROVE WHISKY, which proves be be free from the heavy fusil Oils, and perfectly pure an unadmiterated. The fine flavor of this whisky is derive from the proin used in manufacturing it.

hespectually. A. A. HAYES, M. D.

State Assayer, No. 18 Boylston street.

For sale by barrel, demilohn, or bottle at No. 225 North THIED Street Patladelphia.

M. NATHANS & SONS IMPORTERS DE:

BRANDIES, WINES, GINS, Etc. Etc.

No. 19 North FRONT Street. PHILADELPHIA. MOSES NATHANS.

ORLANDO D. NATHANS, FRED. BALTZ & CO.

IMPORTERS OF WINES, GINS, Etc. SOLE AGENTS FOR Riviere, Cardat & Co.'s

> COGNAC. No. 116 WALNUT STREET.

CHAMPAGNE. Just received, in bond and store, a new Champagne,

far superior to most of the Wines now in use in this country. Imported exclusively by the subscriber. Also on hand (and the only place where it cam

be procured in this city) the very celebrated South ANGOSTURA BITTERS. GEORGE M. LAUMAN, No. 128 S. NINTH S reet

ROBERT SHOEMAKER & CO.,

WHOLESALE DRUGGISTS,

MANUFACTURERS,

IMPORTERS, AND DEALERS IN

Paints, Varnishes, and Oils, No. 201 NORTH FOURTH STREET.

COUNER OF RACE. ANDSCAPE DRAWING CARDS, A BEAUfor the instruction of Juvenile artists. Price, 16 cents a
package. With the EVENING TELEGRAPH, WEW
YORK CLIPPER tc., will be tound on sale at the
NEWS STAND.

B. W. c VENTH and CHESNUT Streets.

II 45 A M. rain.
WILMINGTON ACCOMMODATION TRAINS.
Storping at all Stations between Philadelphia and Wilmington.

Leave Bailinger 7-3 A M., Wav-mail 9-28 A. S., Express. 1-16 P. M., Express. 6-35 P. M., Express. 8-25 P. M., Express. 8-26 P. M., and 3-38 P. M., Leave Wilmington at 5-23 and 9-28 A. M., and 3-38 P. M., Leave Wilmington at 5-23 and 9-28 A. M., and 4-16 P. M. Freight Trains with Passenger Cars attraced will leave as follows:—Wilmington for ferryville and intermediate stations at 6-65 P. M. Baltimore for Havre-de Grace and intermediate stations at 4-29 A. M., connecting at Wilmington with 7-15 A. M. train for Phila-ophia.

eighta.

SUNDAY TRAINS.

Express Train at 415 A. M. for Baltimore and Washington stopping at thester, Wilmington, Newark, Elkton, Northeat Perryvilla Havre-de-Grace, Aberdeen, Perryman's Magnotia, Junase's, and Stemmer's Run.

Night Express, 11 P. M. for Baltimore and Washington Accommodation Trein at 11:30 P. M. for Wilmington and intermediate stations.

EALTIMORE FOR PHILADELPHIA.

Leave Haltimore at 8:25 P. M., stopping at Havre-de-Grac, Perryville, and Wilmington. Also stops at Elkton and Newark (to take passengers for Philadelphia and leave passengers from Washington or Baltimore) and Chester to leave passengers from Baltimore or Washington.

hem. etc. At 5 P. M. for Lambertville and intermediate stations. June 1, 1866. WILLIAM H. GATZMER, Agent.

DENNSYLVANIA CENTRAL RAILROAD.—
SUMBER ARRANGEMENT.
The Trains of the Pennsylvania Central Railroad leave the Depot, at Thery-first and Market streets, which is reached by the cars of the Market Street Passenger Endway, running to and from the Depot. The last car leaves Front street about 30 minutes prior Inst car leaves Front street about 30 minutes prior to the departure of each Train.

On Sundays—Cars leave Eleventh and Market streets 45 minutes before the departure of each Trains.

Mann's Baggage Express will call for and deliver Baggage at the Depot. Orders left at the Office, No 631 Chesnut street, will receive attention.

offshipment.
Fur terms, or other information, apply to
WALTER FREELMAN, Freight Agent,
No. 226 S. DELAWARE Avenue, Philadelphi